

Motor Trucks Becoming Popular; To Supersede Horse Drawn Dray

Large Concerns Which Have Hauling to Do Are Substituting Uptodate Equipment; Automobile Sales Show Little Diminution During Past Week; Touring Cars Continue to Sell Rapidly in El Paso.

MOTOR trucks are being sold rapidly in El Paso and just now interest in local automobile circles is confined to the competition among dealers to equip large concerns with the modern auto trucks for hauling and delivery service. It is believed that within a few months the slower horse drawn vehicle will be outnumbered by the big, speedy motor trucks.

E. E. Neff, of the Neff-Stiles company, returned to El Paso Friday from New Mexico points in his Reo touring car. Mr. Neff says that he drove through miles of mud in the low country.

R. F. Adams, after purchasing a Reo five passenger touring car here drove the machine home to Corona, N. M.

A Vim truck at \$600 pound capacity has been purchased by the El Paso laundry for delivery purposes.

A. A. Cox of Van Horn, Texas, has bought a new two ton capacity Reo truck.

J. E. Walker is learning how to drive his new five passenger Reo touring car.

The Santa Fe Fuel company has purchased a two ton capacity Reo truck for delivery purposes.

Capt. G. W. Jones, stationed at Fort Bliss, is driving a new two passenger electric starting Metz.

Accompanied by a Reo truck, three five passenger automobiles left El Paso Thursday for California. The tourists expect to reach California in ten days, making the trip by easy stages over the Borderland route. The party carried ample supplies and camping out necessaries for the trip.

A White delivery truck is now being used for delivery purposes by the Harmon Krupp company.

D. A. Sweet, sales agent of the Carter car, has removed his business to 315 Texas street, where the sales room of the Metz company is situated.

J. J. Means of Valentine, bought an Overland speedster during the past week and drove the car home.

J. C. Hull drove a new Overland touring car home to Deming, N. M., after buying it in El Paso.

O. Mitchell of Pecos, is now driving an Overland roadster, recently purchased from the local agency.

M. Sartoris is learning how to drive his new Cole touring car.

Quite a number of sales were made by the Hupmobile sales company during the past week. Aside from local transactions one carload of machines was shipped to Mayaguez, to a salesman.

Among the sales of the past seven days are: J. V. Roberts, touring car; W. R. McCrummen, five passenger

touring car; Valentine Trading company, Valentine, Texas, a five passenger touring car. One car was shipped to George Misch, a subdealer at Gallup, N. M.

H. Ternstedt is driving a new Maxwell roadster.

Charles Windburg purchased a new Studebaker "305" from the local agency during the past week.

Because of the absence of cars to fill orders, no sales were made by the Perry-Kirkpatrick company of Ford cars during the past seven days. A carload of machines arrived Friday evening, and will be distributed by the local agency.

Dr. G. L. Witherspoon is driving a new Studebaker "305" in El Paso.

After purchasing a new Studebaker, H. L. Person, formerly of Artesia, N. M., left for the Pacific coast in the machine.

A carload of new Studebaker cars were received by the local agency Saturday morning.

TROUBLES ABROAD FOR MOTOR CAR TOURING PARTIES

Tax on "Essence" in Paris Greatly Inconveniences Motorists in France.

Interesting details of a transcontinental motor tour are contained in a letter received from Walter Nutting, the artist. He has been touring for several months on the continent.

He emphasizes the fact that the tourist of the present time does not need to encounter the difficulties and annoying experiences that a few years ago seemed almost inevitable. Arrangements can be made to place your car in the hands of a high-class customs broker at Boston or New York, who will take care of the customs and arrange for membership in the Touring club of France and the Auto Association of Great Britain and will see your car shipped and driven through the customs at each end, doing these additional services very promptly and without extra charges.

As commonly known the roads on the continent are generally in good repair. Especially in France one does not need to concern himself concerning their grade and character, because both are always good. Many points marked "steep descent" on the maps are gentle grades which we should scarcely mention in America. There is, however, one important exception relative to good roads: these roads are not paved.

A serious annoyance to the tourist is the fact that the famous city of Paris stops every motor coming into the city, measures the cubic size of the "essence" tank, measures the depth of the "essence" then asks you how much you have, disputes you and after delaying and hargling while one might go 20 miles, finally assesses a heavy duty, 20 centimes a liter, or about 20 cents a gallon on what they think you have aboard. The above tax at Paris is about the same one has to pay in town after what he would pay out of town on "essence." Consequently on leaving the city one generally buys just outside the line. Many cities, including Lyons, have been modern enough to abolish this tax, but a great number stop one to ask if there is any food aboard.

Tourists in France should be warned not to blow the klaxon or light the head lamps in Paris. To do either is almost certain to cause arrest, but no one is ever arrested for speeding in or out of Paris, and the pedestrian who runs over has actually often been fined for being in the way. Owing to the great speed of so many motor cars it is necessary to drive very cautiously.

Formerly it was not uncommon thing for a tourist to be obliged to remain for a considerable length of time at one place in order that repairs might be made upon his car, but the high development of the best in motor cars today has almost eliminated this objectionable feature. In this connection Mr. Nutting writes at the close of a recent letter: "You will be interested to know that we have not spent a cent on our Stevens-Duryea since leaving America. We have toured Italy and France, so far making 4200 miles, and after careful examination of the mechanism can find nothing to do, as it is running like silk, and not a nut or a screw loose."

TO REDUCE NUMBER OF SIZES OF TIRES

The Society of Automobile Engineers is working to reduce the commonly used sizes of pneumatic tires to 12, or in any event not more than 16, a step that undoubtedly will be popular. Car owners under a new system will have a better chance in the first instance of finding the car fitted with a tire adapted to the weight and other requirements of the machine. Tire manufacturers will halt this action with delight because it will free them from the expense and bother of building a great many different sizes of casings. Dealers in tires will be pleased because it will mean a smaller variety of sizes to be carried in stock, but a greater quantity of casings of the sort that are sure sellers. In fact, judged from every angle, the new plan is one that is satisfactory to everyone.

GREASY BRAKES CURED.

Brake slipping during hot weather is usually due to grease running out of the differential through the drive shaft into the brake bearings. Moon instructions are to pack the space about the drive shaft with heavy grease. Gasoline squirted around the bearings will remove the escaped grease when the wheel is locked up. Keep the foot brake so adjusted that it will not lock the wheels, in order to preserve tires.

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LAWS PASSED SHOW GAIN IN AUTO'S FAVOR

Bills Approved by Motorists Are Adopted, While Drastic Ones Are Killed.

Much relief will be given to everybody interested in automobiles and motor trucks by a report just issued by the American Automobile association showing the present status of motor vehicle and highway legislation, which the big organization of motor car owners has been watching very closely during the winter and spring.

Of ten legislatures convened, eight have adjourned. These are New York, New Jersey, Maryland, South Carolina, Virginia, Ohio, Kentucky and Mississippi.

The record of bills up to the middle of April is as follows:

State	Number of Bills Introduced	Number of Bills Passed	Number of Bills Signed	Number of Bills Voted
Kentucky	9	1	1	1
Maryland	14	4	4	4
Massachusetts	14	4	4	4
Mississippi	4	4	4	4
New Jersey	13	13	13	13
New York	13	13	13	13
Ohio	13	13	13	13
South Carolina	13	13	13	13
Virginia	13	13	13	13
Totals	103	123	123	123

No drastic or very objectionable measure has been enacted, but a number of bills approved by automobilists have been enacted. Massachusetts, New York and Rhode Island have adopted laws requiring lights on all vehicles at night.

Of 11 bills in Kentucky, some very bad, only one went through. It is a general measure which, as amended, fixes registration fees for motorcycles at \$5, cars of 25 horsepower and less \$6, of 25 to 50 horsepower \$11, and of more than 50 horsepower \$20.

In Maryland the only important new law regulates speed of motor vehicles, prohibiting driving exceeding 25 miles an hour, and limiting trucks weighing four to eight tons with load to 15 miles an hour, and those weighing more than eight tons to 12 miles, and tractors and machines to six miles.

New laws in Massachusetts prohibit use of muffler cut-outs, relate to garages in Boston and grant privilege to not resident motorists. Forty-eight bills were introduced.

New York passed a bill making it a misdemeanor to violate traffic rules in New York city, but a bill to include motorcycles in the motor vehicle law, which passed both houses, was vetoed.

Only one bill of general importance got through in New Jersey. It authorizes park boards to limit the speed of motor vehicles and even to exclude them from park drives. The administration measures to exempt motor vehicles from personal property taxes and increase registration fees was defeated.

A bill authorizing the commissioner of motor vehicles to increase the number of specialist inspectors to 20 and to appoint men from other state departments upon request, passed both houses, but was vetoed.

An extraordinary session of the Ohio legislature passed a general license bill to take effect January 1, 1915. It provides a fee of \$1 for motorcycles, \$2 for electric vehicles, \$2 for all other motor vehicles and \$20 for dealers' licenses. Chauffeurs must be examined and pay \$1 for registration.

Mississippi also enacted a new law for the one declared unconstitutional. It is called a "privilege tax" act and fixes the rates at which motor vehicles are permitted to use the roads as follows: Motorcycles, \$2.40; electric vehicles, \$4.80; commercial vehicles up to 1400 pounds capacity, \$8.40, and exceeding this capacity, \$16.80; all other motor vehicles 16 cents per horsepower. The funds go for road improvement and repair. A flat fee of \$2 is required for registration and number tag.

FRONT WHEEL BRAKES.

Brakes for the front wheels of automobiles are viewed as among the most important features which sooner or later may perhaps become generally adopted, taking the place of the brake on the transmission, where this is still used, and one of the sets of brakes on the rear wheels, especially of the exterior set, where only wheel brakes are employed.

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VACATIONING IN AN AUTOMOBILE

By T. E. Powers



Mr. Bungalow has just been given a vacation, and the whole Bungalow family are off for a rest cure in the country. Pure air and good food, with scenery thrown in almost free—that's the stuff.

CHURCH VOTES DOWN USE OF AUTOMOBILES

The motor car was placed under the ban last week by the German Baptist church at a national convention held on a farm near Frankfort, Ind. Only three delegates voted in favor of the use of the gasoline propelled vehicle, while more than 200 turned down their thumbs on it. The resolution passed advised "all churches not to allow their members to own or operate motor cars, motor trucks, motorcycles or any motor vehicles at least until such time as they become in general use or until we get more light on the subject."

What do the German Baptists mean—"general use?"

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Here's a tire that motorists don't rim-cut. That's because with this tire your rim flanges are turned outward so the tire rests against a smooth, rounded surface. Nothing sharp to cut it. Other tires, the clincher type, are read by cut at the rim, because the sharp rim edge cuts into the tire. Statistics show that 51.2 per cent of all clincher tires are ruined by rim-cutting. Goodyear tires are almost one in three. You can save that loss by using Goodyear No-Rim-Cut tires. These tires will free you from the expense of repairing, too. For the 121 flat-braked piano wires in the bead hold the tire tight against the rim. Tube can't slip between rim and tire and thus be pinched.

Yet we send Goodyear tires, with all their advantages, at regular prices—no extra charge.

And we keep them in stock. You don't have to wait for us to make them. You submit your order and we'll have a new Goodyear tire in place of that old, worn-out one.

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